

## AMENDMENTS TO THE CLAIMS

1. - 21. (Cancelled)

22. (New) A catalyst for exhaust-gas purification in lean-burn engines, the catalyst comprising:

- (i)  $\text{ZrO}_2$  and/or Ce/Zr mixed oxide as support material, and
- (ii) ruthenium as active metal, on its own or together with at least one further active metal selected from the precious metals group.

23. (New) A catalyst according to claim 22 further comprising at least one rare earth oxide as a promoter.

24. (New) A catalyst according to claim 23 further comprising at least one further transition metal or a further transition metal compound as co-promoter, the transition metal being different from rare earths and precious metals.

25. (New) A catalyst according to claim 24 wherein the ruthenium and, if present, the rare earth oxide are jointly present on the  $\text{ZrO}_2$  and/or Ce/Zr mixed oxide.

26. (New) A catalyst according to claim 25 wherein the rare earth oxide and/or the transition metal/transition metal compound and/or the at least one further active metal are likewise at least partially present on the  $\text{ZrO}_2$ .

27. (New) A catalyst according to claim 22 wherein the further active metal is selected from Pt, Rh, Pd, Re, Os and Ir.

28. (New) A catalyst according to claim 22 wherein the proportion of the sum of ruthenium and all further active metals used relative to the total quantity of  $\text{ZrO}_2$  used is from 0.1% by weight to 5% by weight.

29. (New) A catalyst according to claim 22 wherein more than 80% of the zirconium oxide used corresponds to the monoclinic phase.

30. (New) A catalyst according to claim 23 wherein the at least one rare earth oxide is selected from the following group consisting of La oxide, Ce oxide, Pr oxide, Nd oxide, Sm oxide, Eu oxide, Gd oxide, Tb oxide, Dy oxide, Ho oxide, Er oxide, Tm oxide, Yb oxide, Lu oxide, and mixtures or mixed oxides of at least two of the abovementioned oxides.
31. (New) A catalyst according to claim 23 wherein the proportion of the rare earth oxides relative to the total quantity of  $\text{ZrO}_2$  is from 2% by weight to 30% by weight.
32. (New) A catalyst according to claim 22 further comprising a  $\text{NO}_x$  storage component.
33. (New) A catalyst according to claim 23 wherein the  $\text{NO}_x$  storage component is selected from the group consisting of oxides or carbonates of Ba, Sr, La oxide, Pr oxide, Nd oxide, Sm oxide, Eu oxide, Gd oxide, Tb oxide, Dy oxide, Ho oxide, Er oxide, Tm oxide, Yb oxide, Lu oxide, on a porous support oxide.
34. (New) A catalyst according to claim 33 wherein the porous support oxide is selected from  $\text{Al}_2\text{O}_3$ ,  $\text{SiO}_2$ ,  $\text{Al}_2\text{O}_3/\text{SiO}_2$  mixed oxide,  $\text{TiO}_2$ ,  $\text{CeO}_2$  and Ce/Zr mixed oxide.
35. (New) A catalyst according to claim 1, in the form of powder, granules, extrudate, a shaped body or a coated honeycomb body.
36. (New) A method for purifying the exhaust gas from lean-burn engines in the rich/lean and constant lean mode, wherein a catalyst according to claim 1 is used.
37. (New) A method according to claim 36 wherein the rich/lean mode is realized in alternating rich and lean cycles, with the ratio of the duration of lean cycles to the duration of rich cycles, in normal driving mode, being at least 10:1, and the absolute duration of a lean cycle in normal driving mode being from 10 seconds to 180 seconds.

38. (New) A method according to claim 36 wherein the exhaust-gas purification comprises the simultaneous oxidation of hydrocarbons and carbon monoxide and the reduction of nitrogen oxides, and optionally also, in the case of diesel engines, the removal of particulates.
39. (New) A method according to claim 36 wherein the lean-burn engine is selected from the group consisting of spark-ignition engines with direct petrol injection, hybrid engines, diesel engines, multi-fuel engines, stratified charge engines and spark-ignition engines with unthrottled part-load operation and higher compression or with unthrottled part-load operation or higher compression, each with direct injection.
40. (New) A method according to claim 36 wherein the catalyst is installed in a position close to the engine or in an underfloor position.
41. (New) A method according to claim 37 wherein a NO<sub>x</sub> sensor is used to control the rich/lean cycle, and a richer phase is induced precisely when a predetermined NO<sub>x</sub> limit value is exceeded.
42. (New) A method according to claim 36 wherein the catalyst according to claim 1 is used in any desired combination with at least one of the catalysts or filters selected from the following group: starting catalyst, HC-SCR catalyst, NO<sub>x</sub> storage catalyst,  $\lambda$ -controlled three-way catalyst, particulate filter, soot filter.